

Streets

How wide should local residential streets be?



Belvedere Drive, Toledo, OH
25' Asphalt
60' R.O.W.
Low Density Residential



Park Avenue, South Bend, IN
31' Asphalt (Pavers in this case)
56' R.O.W.
Medium Density Residential



East Jones Street, Savannah, GA
41' Asphalt
86' R.O.W.
High Density Residential



Typical Concerns about Narrow Streets

(But the first question is: what do you consider narrow?)

- Safety
- Snow
- Maintenance Construction
- Emergency Vehicle Access



I think that
might be a
little too
narrow....



Typical Concerns about Narrow Streets

- Safety
 - Snow
 - Maintenance Construction
 - Emergency Vehicle Access
- Safe (Plenty of Empirical Evidence)
 - There's now more room on larger planter strips for more snow.
 - If there is a properly designed street network in place, there will be so many other options of travel, it will be only a minor inconvenience.
 - Ensure the turning radius is designed right and there is no problem



Question: How wide should a local street be?

Answer: It depends, but never wider than it needs to be in the overall urban context.

Wide Street Pros

- Moves more traffic faster
- Store a lot of stuff on street



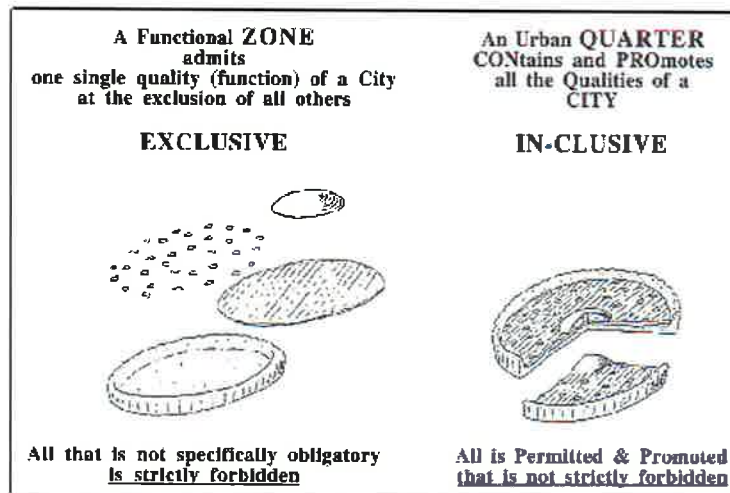
Wide Street Cons

- Move more traffic faster
- Store a lot of stuff on street
- Greater initial cost
- More heat gain
- Empirical evidence confirms wider streets are more dangerous
- Increase storm water runoff
- Consume more land
- More maintenance costs
- Anti pedestrian and anti bicycle



Street Width = 1 ingredient in the urban pie

- Great Cities, like delicious pies, become great after all the ingredients have been properly combined and cooked at the right temperature.



The Larger Urban Context

How to design a Great City—The ingredients for the pie

Architectural
Character

Generate a City
& Neighborhood
Design Philosophy and
Master Plan

Good Urbanism is achieved through
Good Urban Design

URBAN DESIGN is the interdisciplinary ART of
place making.
This art is informed by science and not the other
way around.

Clear and distinct public and private realms properly arranged.

Elements of urbanism

	Public	Semi-Public	Private
Open Space	Park Square Plaza	Forecourt and multifamily open space	Rear and Side Yards
Transportation	Roads Sidewalks Trails/Paths		Driveways Gated exclusive communities
Buildings	Foreground		Background

A clear hierarchy of public and private spaces and buildings.



Foreground
Civic, Religious, Institutional

Background
Residential/Commercial

Optimized connectivity and transportation network.



YES



NO

Defined centers and edges of
city and neighborhoods.

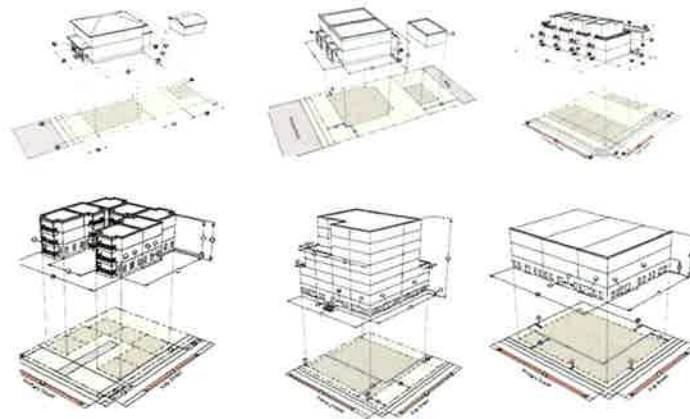
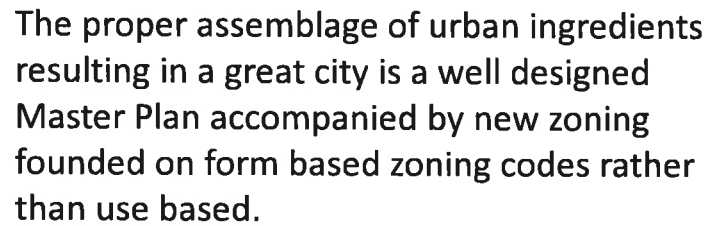


Maximization of
Choice in

- Housing
- Travel
- Commercial
- Recreation
- Urban Character
- Neighborhood Centers
- Destinations

RESULT

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RURAL | | | | | | | | | | | | | | | | URBAN

